

Appl. No.: (not yet assigned)
(U.S. National Stage of PCT/AT03/00170)
Preliminary Amdt. Dated December 20, 2004

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in this application.

1. (Currently Amended) A switch ~~including~~ comprising a main track and a branch track, wherein one rail of each track is each configured as a tongue rail and as movable into abutment on ~~the a~~ respective stock rail, ~~characterized in that~~ wherein

at least one stock rail (1), in its region of abutment on the tongue rail (2), is designed to have a reduced rail head width as compared to ~~the a~~ region located outside said region of abutment, wherein the rail head width, starting from ~~the a~~ tip (3) of ~~the a~~ tongue of said tongue rail (2), decreases as far as to a point (4) at which ~~the a~~ carrying wheel comes into lateral contact with the tongue rail (2) and increases in ~~the a~~ region following thereupon, and ~~that~~

the tongue rail (2) is designed to be reinforced in cross section towards the stock rail (1) according to the reduction in the width of the stock rail head.

2. (Currently Amended) A switch according to claim 1, ~~characterized in that~~ wherein the width of the stock rail head is measured at a vertical distance of 10 to 20 mm ; ~~particularly 14 mm, from the a~~ top edge of the stock rail head.

3. (Currently Amended) A switch according to claim 1 ~~or 2, characterized in that~~ , wherein the stock rail (1) is designed to be chamfered in the region of abutment ~~of~~ on the tongue rail (2) with the chamfer extending in an inclined manner from ~~the~~ an inside edge towards ~~the~~ a rail web.

4. (Currently Amended) A switch according to claim 3, ~~characterized in that the~~ wherein an edge resulting from ~~the~~ intersection of the chamfer with ~~the~~ a profile of the stock rail head is designed to be rounded.

5. (Currently Amended) A switch according to claim 3 ~~or 4, characterized in that the~~ , wherein a profile of the stock rail head is designed with a curved region on ~~the~~ a transition from ~~the~~ a top edge of the stock rail head to the chamfer, the radius of which curved region is smaller than that of ~~the~~ a corresponding curved region of a standard rail profile.

6. (Currently Amended) A switch according to ~~any one of claims 1 to 5,~~ claim 1, wherein a point with the largest reinforcement of the tongue rail (2), or smallest width of the stock rail head, is located at a distance from the tip (3) of the tongue, which amounts to 1/5 to 1/3 ~~, preferably 1/4,~~ of the length of said region of abutment of the tongue rail (2) on the stock rail (1).

7. (Currently Amended) A switch according to ~~any one of claims 1 to 6,~~ claim 1, wherein maximum head width reduction of the stock rail (1), or maximum reinforcement of the tongue rail (2), is 2 to 5 mm ~~and, preferably, 3 mm.~~

8. (Currently Amended) A switch according to ~~any one of claims 1 to 7,~~ claim 1, wherein vertical height of the tongue rail (2) increases in the region of abutment on the stock rail (1) in the direction towards the end of abutment, departing from the tip (3) of the tongue.

9. (Currently Amended) A switch according to ~~any one of claims 1 to 8,~~ characterized in that the claim 1, wherein an inner flank of the a flange of the carrying wheel, which preferably encloses an angle of 50° to 70° and, in particular, 60° with the an axle of the carrying wheel, extends parallel with a tangent drawn at the tongue rail (2) and the stock rail (1), or contacts the rails along that tangent, at least in the a region of the largest reinforcement of the tongue rail (2).

10. (Currently Amended) A switch according to ~~any one of claims 1 to 9,~~ characterized in that claim 1, wherein the switch is comprised of an inside curve switch, and that the a curve outer tongue rail is designed to be reinforced in cross section.

11. (New) A switch according to claim 2, wherein the stock rail (1) is designed to be chamfered in the region of abutment on the tongue rail (2) with the chamfer extending in an inclined manner from an inside edge towards a rail web.

12. (New) A switch according to claim 4, wherein a profile of the stock rail head is designed with a curved region on a transition from a top edge of the stock rail head to the chamfer, the radius of which curved region is smaller than that of a corresponding curved region of a standard rail profile.

13. (New) A switch according to claim 2, wherein a point with largest reinforcement of the tongue rail (2), or smallest width of the stock rail head, is located at a distance from the tip (3) of the tongue, which amounts to 1/5 to 1/3 of the length of said region of abutment of the tongue rail (2) on the stock rail (1).

14. (New) A switch according to claim 3, wherein a point with largest reinforcement of the tongue rail (2), or smallest width of the stock rail head, is located at a distance from the tip (3) of the tongue, which amounts to 1/5 to 1/3 of the length of said region of abutment of the tongue rail (2) on the stock rail (1).

15. (New) A switch according to claim 2, wherein maximum head width reduction of the stock rail (1), or maximum reinforcement of the tongue rail (2), is 2 to 5 mm.

16. (New) A switch according to claim 3, wherein maximum head width reduction of the stock rail (1), or maximum reinforcement of the tongue rail (2), is 2 to 5 mm.

17. (New) A switch according to claim 2, wherein vertical height of the tongue rail (2) increases in the region of abutment on the stock rail (1) in the direction towards the end of abutment, departing from the tip (3) of the tongue.

18. (New) A switch according to claim 3, wherein vertical height of the tongue rail (2) increases in the region of abutment on the stock rail (1) in the direction towards the end of abutment, departing from the tip (3) of the tongue.

19. (New) A switch according to claim 2, wherein an inner flank of a flange of the carrying wheel, which encloses an angle of 50° to 70° with an axle of the carrying wheel, extends parallel with a tangent drawn at the tongue rail (2) and the stock rail (1), or contacts the rails along that tangent, at least in a region of largest reinforcement of the tongue rail (2).

20. (New) A switch according to claim 2, wherein the switch is comprised of an inside curve switch, and a curve outer tongue rail is designed to be reinforced in cross section.